Integrated Management System

# Planning Approval Consistency Assessment Form

| SM ES-FT-414 |
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Sydney Metro Integrated Management System (IMS)

| | |
|---|---|
| **Assessment Name:** | Albermarle Street Bridge Full Road Closure |
| **Prepared by:** | Daniel Keegan (JHLOR) |
| **Prepared for:** | Sydney Metro |
| **Assessment number:** | SMC-003<br>SMCSWSSJ-JHL-WEC-EM-REC-000037 |
| **Status:** | Final |
| **Version:** | 4 |
| **Planning approval:** | SSI 8256 (C&SW) |
| **Date required:** | 20/11/2021 |
| **iCentral number** | SM-21-00375649 |

Form information – do not alter:

| | |
|---|---|
| **Form number** | SM ES-FT-414 |
| **Applicable to:** | Sydney Metro |
| **Document Owner:** | Principal Manager, Sustainability, Environment & Planning |
| **System Owner:** | Executive Director, Safety, Sustainability & Environment |
| **Status:** | Final |
| **Version:** | 2.0 |
| **Date of issue:** | 14 July 2017 |
| **Review date:** | 14 July 2018 |

# Table of Contents

The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

## 1.0 Existing Approved Project

**Planning approval reference details (Application/Document No. (including modifications)):**

Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256)

Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1

**Date of determination:**

Planning Approval Date – 12/12/2018

**Type of planning approval:**

Critical State Significant Infrastructure

**Description of existing approved project you are assessing for consistency:**

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following;

- Station upgrades;
  - Installation of platform screen doors
  - Provision of operational facilities, such as station service buildings
  - Upgrades of 10 stations from Marrickville to Bankstown to provide lifts and level access where not available.
  - Accessibility upgrades for buildings
  - Works related to integration with other modes of transport
- Track and rail systems;
  - Upgrades of track at Bankstown
  - Rail cross-over at Campsie
- Other Project elements;
  - Security measures, such as fencing
  - Noise barriers
  - Augmentation of existing power supply, including new traction sub-stations
  - Bridge protection works
  - Combined Service Route

- Drainage
- Utility and rail system protection

- Temporary works during construction;
  - Provision of temporary facilities to support construction, including construction compounds and work sites

It is assumed that construction activities would occur along the length of the rail corridor within the Project area. Construction areas would be generally accessed via existing corridor gates along the rail corridor.

Section 10.3 of the EIS states that the Albermarle Street bridge would be closed for a period of a month to facilitate bridge works The SPIR identified key changes to the construction methodology for the preferred project (compared to the exhibited project in the EIS) to reduce community impacts. Section 2.4.2 of the SPIR states that no full road closures would be required for bridge works. It is understood that this statement was made in reference to the elimination of long term road closures associated with significant bridge upgrade works within the exhibited project. This Planning Approval Consistency Assessment has been produced to assess the impacts of temporary full road closures associated with SMC protection screen works at Albermarle Street, and to determine whether those impacts can be appropriately managed under the current Conditions of Approval, Revised Environmental Mitigation Measures, management plans, procedures and strategies.

**Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):**

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement , dated 7th September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions Report, September 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval, dated 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, 22nd October 2020

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions and Preferred Infrastructure Report, the Submission Report and the conditions of approval.

## 2.0 Description of proposed development/activity/works

**Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used**.

This Planning Approval Consistency Assessment (PACA) relates to a number of short term, temporary full road closures of the Albermarle Street bridge, Marrickville to facilitate bridge works as part of the Southwest Metro Corridor (SMC) works package (refer to Section 3 for proposed full road closure occasions). Existing throw screens will be modified to meet Sydney Metro requirements, including the installation of new brackets to strengthen the protection screens and new mesh panels. However, any bridge upgrade works described within this document is for information only and to add context to why the bridge work requires a full road closure.

The location of the work area and proposed temporary road closure of Albermarle Street is detailed in Appendix A.

REMM TC3 relates to assessing impacts on surrounding road network related to bridge works across the rail corridor and consultation with relevant agencies. JHLOR has assessed impacts of the closure of Albermarle Street and consulted with the relevant agencies as required by REMM TC3 via the Traffic and Transport Liaison Group (TTLG) – refer to Attachment 1. JHLOR will gain approval from the Inner West Council (IWC) for full road closure of Albermarle Street, under a full road closure permit.

JHLOR have reviewed local bus routes and have determined that Albermarle St does not form part of a bus route. As such, bus routes or timetables will not be impacted as per REMM TC3. It is noted that the EIS Technical Study – Traffic and Transport Assessment states “Currently no bus routes cross the Albermarle Street Overbridge and no bus routes would be affected by work undertaken on the bridge”.

A pedestrian diversion will be in place for the Albermarle Road closure. A pedestrian detour condition survey is currently being reviewed. The pedestrian condition survey and detours are reviewed by Council as part of a Full Road Closure Application submission.

Site utes will be used by traffic controllers as part of the full road closure works. For information, the following plant and equipment may be used as part of the bridge upgrade works;

- Site ute
- Powered hand tools
- Mobile crane
- Elevated Work Platform
- Excavator
- Hiab
- Telehandler
- Tipper
- Wacker packer
- Road sweeper
- Water cart/water trailer

Approximately 5-10 workers will be working on each full road closure.

There are no known utility impacts as part of the full road closure activity.

The works will occur within road reserve. A Temporary Full Road Closure Application has been submitted to Inner West Council (IWC) – noting that IWC refer to this document as a Full Road Closure Application. IWC will issue a Full Road Closure Permit to approve the closure. It is noted that a Road Occupancy Licence is not required in this instance.

There will be no waste associated with the full road closure.

No hazardous or dangerous goods will be used for the full road closures.

It is noted that ongoing consultation will occur with TTLG and the relevant councils. JHLOR acknowledge that additional control measures may need to be applied as per the outcomes of the consultation – or as identified during the works. It is also noted that this proposed road closure will not necessarily be granted by the relevant Council or agreed by TTLG. JHLOR acknowledge that the approval of this document does not override the requirement to gain any other relevant approval and does not exclude the requirement for JHLOR to undertake any further assessments requested by TTLG or the relevant Council.

It is noted that other Full Road Closures are proposed for the Marrickville are, including Victoria Road and Livingstone Road. These are captured separately under "*SMCSWSSJ-JHL-WEC-EM-REC-000038 – PACA – Full Road Closures".* Any cumulative impacts associated with the Victoria Road and Livingstone Road closures will be assessed and agreed with TTLG and the relevant Councils as part of the Permit application.

## 3.0 Timeframe

**When will the proposed change take place? For how long?**

The temporary full road closures will be in place over the following dates;

- Christmas period rail possession scheduled for 26 December 2021 - 9 January 2022

Road closures may be set up prior to the commencement of possessions and may be completed after the end of possessions (i.e. full temporary closures will occur for 24hrs per day during the periods stated above). Start and finish times and dates will be as per any Full Road Closure Permit from Inner West Council.

JHLOR will endeavour to finish the works in as short a time as possible and reopen the road.

## 4.0 Site description

**Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.**

The closure is located within the road reserve. As such there are no Lot and Deposited Plan details. Refer to Appendix A for the work site location.

## 5.0 Site Environmental Characteristics

**Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.**

The environment at Albermarle Street, Marrickville can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private residential property. The Albermarle Street roadway passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the road reserve and rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the bridge attachment location consists of residential property.

Albermarle Street falls within the South Dulwich Hill Heritage Conservation Area. It is noted that Inner West Council document "*HCA 29 South Dulwich Hill Heritage Conservation Area (Dulwich Hill/Marrickville)*" the bridge and road itself are not identified for having heritage value, however the brick footpaths adjacent to the bridge do have heritage value. The footpath will not be impacted by the full road closure activity.

There is no known protected flora or fauna or other "sensitive area" within the vicinity of the works.

## 6.0 Justification for the proposed works

**Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.**

A full road closure is required to mitigate safety impacts associated with plant required for the installation of the protection screens, and where necessary, piling. Exclusions zones will need to be set-up around the location of suspended objects, taking into account where they may fall (and bounce) if dropped. To mitigate safety risks to road users a full road closure must be in place.

## 7.0 Environmental Benefit

**Identify whether there are environmental benefits associated with the proposed works. If so, provide details:**

- Implementing the full road closure will mitigate safety risks to pedestrians, road users and construction workers.

## 8.0 Control Measures

**Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?**

Works will be completed under the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Heritage Management Plan (CHMP), Construction Soil and Water Management Plan (CSWMP), and Community Consultation Strategy (CCS).

# 9.0 Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---|---|---|---|---|---|
| | | | | Y/N | Comments |
| Flora and fauna | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Water | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Air quality | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Noise vibration | Additional traffic noise on some roads due to the addition of detoured traffic. These impacts are expected to be temporary and minor and will be managed in accordance with the CTMP, CEMP and associated sub-plans. Any road closures outside of construction hours will be assessed as part of the Out-of-Hours Works Applications. | No additional control measures required. | Y | Y | |
| Aboriginal heritage | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Non-Aboriginal heritage | No change from the EIS and SPIR.<br>It is noted that the Albermarle Street bridge falls within the South Dulwich Hill Heritage Conservation Area. Implementing the full road closure will not impact the heritage in any way. Given the minor and temporary nature of the works, the potential temporary heritage impact is considered to be consistent with the Approved Project. | No additional control measures required. | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---|---|---|---|---|---|
| | | | | Y/N | Comments |
| Community and stakeholder | Rerouting of traffic and pedestrians during road closures may cause temporary disruption to community members and stakeholders, particularly those that live adjacent to the works. Appropriate signage and notification will be in place as per the Overarching Community Consultation Strategy.<br>Property access will be maintained.<br>Refer to the Traffic aspect for further details. | No additional control measures required. | Y | Y | |
| Traffic | The Albermarle rail underbridge will be subject to temporary road closure. The remainder of the road will remain open.<br>Road traffic would be rerouted from roads under a full road closure. Pedestrians and cyclists will also be rerouted.<br>Works will be restricted to the road reserve and access to private property will be maintained as part of the works.<br>This may result in disruption to the usual routes taken by some motorists (including emergency services) and cyclists.<br>Works will only occur if a Temporary Full Road Closure Application (TFRCA) is submitted to and approved by the appropriate Local Government Authority – Inner West Council in this case.<br>This application assessed the potential impacts of the temporary full road closure. To apply for this Traffic Management Plans (TMPs) and Traffic Control Plans (TCPs) must be developed and submitted to the approving authority. TMPs and TCPs will specify the roads to be closed, the | A Full Road Closure Permit must be obtained from IWC prior to any full road closure works – any requirements of this permit must be implemented.<br>Develop and implement a Traffic Control Plan, including appropriate signage and traffic controllers as required.<br>Implement the detour as included in Appendix C<br>Traffic Controllers undertaking the road closure are to park within the road closure area where possible to mitigate parking impacts on local streets.<br>Implement any additional mitigation measures as agreed with TCG/TTLG. | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---|---|---|---|---|---|
| | | | | Y/N | Comments |
| | duration of the closure, the traffic detour routes and the methods used to close the road.<br>When assessing TFRCAs the approving authority will assess the impacts on road users, including the impact the temporary road closure may have on the sounding road network. The traffic impacts will be considered against the need for the TFRCA. If the impacts of the temporary full road closure are too great the approving authority may not grant the TFRCA. In this instance the temporary full road closure cannot be established. The TFCRA process will also consider:<br>• Potential impacts to emergency services<br>• Safety of the road users, pedestrians and construction staff<br>• Community notification<br><br>Potential traffic impacts will be managed in accordance with the Construction Traffic Management Plan (CTMP). Potential traffic impacts associated with the proposal (and managed in accordance with the CTMP) are considered to be consistent with the extent of potential traffic impacts assessed in the EIS and SPIR. The CTMP provides for the safe, efficient and effective movement of vehicular, cyclist and pedestrian traffic to keep disruption to traffic on the road network to a minimum. It also provides for the protection of workers from passing and site traffic<br><br>Overall, the temporary impacts from the road closure can be managed in accordance with the | | | | |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---|---|---|---|---|---|
| | | | | Y/N | Comments |
| | CTMP, and process for obtaining a Full Road Closure Permit. Overall, the potential impact is consistent with the Approved Project. | | | | |
| Waste | No waste associated with the full road closure activity.<br>No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Social | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Economic | No loss of access for businesses associated with the works. Rerouting of traffic will be in place maintaining access to all areas in the vicinity of the works.<br>No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Visual | Vehicles, equipment, plant, signage and barricading will be visible. The visual aspects of these activities is to be expected as part of a major construction project and an operating rail corridor. Furthermore, road maintenance and utility works are ongoing within these local government areas. Any visual impacts will be temporary.<br>No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Urban design | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Geotechnical | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Land use | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---|---|---|---|---|---|
| | | | | Y/N | Comments |
| Climate Change | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |
| Risk | No change from the EIS and SPIR. | No additional control measures required. | Y | Y | |

# 10.0 Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

| Aspect | Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---|---|---|---|---|---|
| | | | | Y/N | Comments |
| Flora and fauna | No change from the EIS and SPIR. | N/A | Y | Y | |
| Water | No change from the EIS and SPIR. | N/A | Y | Y | |
| Air quality | No change from the EIS and SPIR. | N/A | Y | Y | |
| Noise vibration | No change from the EIS and SPIR. | N/A | Y | Y | |
| Indigenous heritage | No change from the EIS and SPIR. | N/A | Y | Y | |
| Non-indigenous heritage | No change from the EIS and SPIR. | N/A | Y | Y | |
| Community and stakeholder | No change from the EIS and SPIR. | N/A | Y | Y | |
| Traffic | No change from the EIS and SPIR. | N/A | Y | Y | |
| Waste | No change from the EIS and SPIR. | N/A | Y | Y | |
| Social | No change from the EIS and SPIR. | N/A | Y | Y | |
| Economic | No change from the EIS and SPIR. | N/A | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---|---|---|---|---|---|
| | | | | Y/N | Comments |
| Visual | No change from the EIS and SPIR. | N/A | Y | Y | |
| Urban design | No change from the EIS and SPIR. | N/A | Y | Y | |
| Geotechnical | No change from the EIS and SPIR. | N/A | Y | Y | |
| Land use | No change from the EIS and SPIR. | N/A | Y | Y | |
| Climate Change | No change from the EIS and SPIR. | N/A | Y | Y | |
| Risk | No change from the EIS and SPIR. | N/A | Y | Y | |

# 11.0 Consistency with the Approved Project

| | |
|---|---|
| **Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?** | No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown |
| **Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?** | Yes. The proposed works would be consistent with the objectives and functions of the approved project. |
| **Is the project as modified consistent with the objectives and functions of elements of the Approved Project?** | Yes. The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project |
| **Are there any new environmental impacts as a result of the proposed works/modifications?** | All risks would be adequately addressed through the application of the mitigation measures in the above tables. No new environmental risks are outstanding. |
| **Is the project as modified consistent with the conditions of approval?** | Yes. The proposed works would be consistent with the conditions of approval |
| **Are the impacts of the proposed activity/works known and understood?** | Yes. The impacts of the proposed works are understood and will be accounted for by implementing the control measures within this document, the CEMP, CEMP sub-plans, CTMP, CCS and any other measures as directed by Council, RMS, TfNSW and SCO. |
| **Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?** | Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact. |

# 12.0 Other Environmental Approvals

| | |
|---|---|
| **Identify all other approvals required for the project:** | • Temporary Full Road Closure Application to be approved by Inner West Council |

# Author certification

To be completed by person preparing checklist.

| I certify that to the best of my knowledge this Consistency Checklist:<br>• Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and<br>• Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information. | | | |
|---|---|---|---|
| Name: | Daniel Keegan | Signature: |  |
| Title: | Environment Manager | | |
| Company: | JHLOR | Date: | 1/11/2021 |

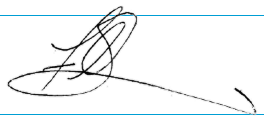
This section is for Sydney Metro only.

| Application supported and submitted by | | | |
|---|---|---|---|
| Name: | Yvette Buchli | Date: | 4/11/2021 |
| Title: | Associate Director, Planning Approvals | Comments: | |
| Signature: |  | | |

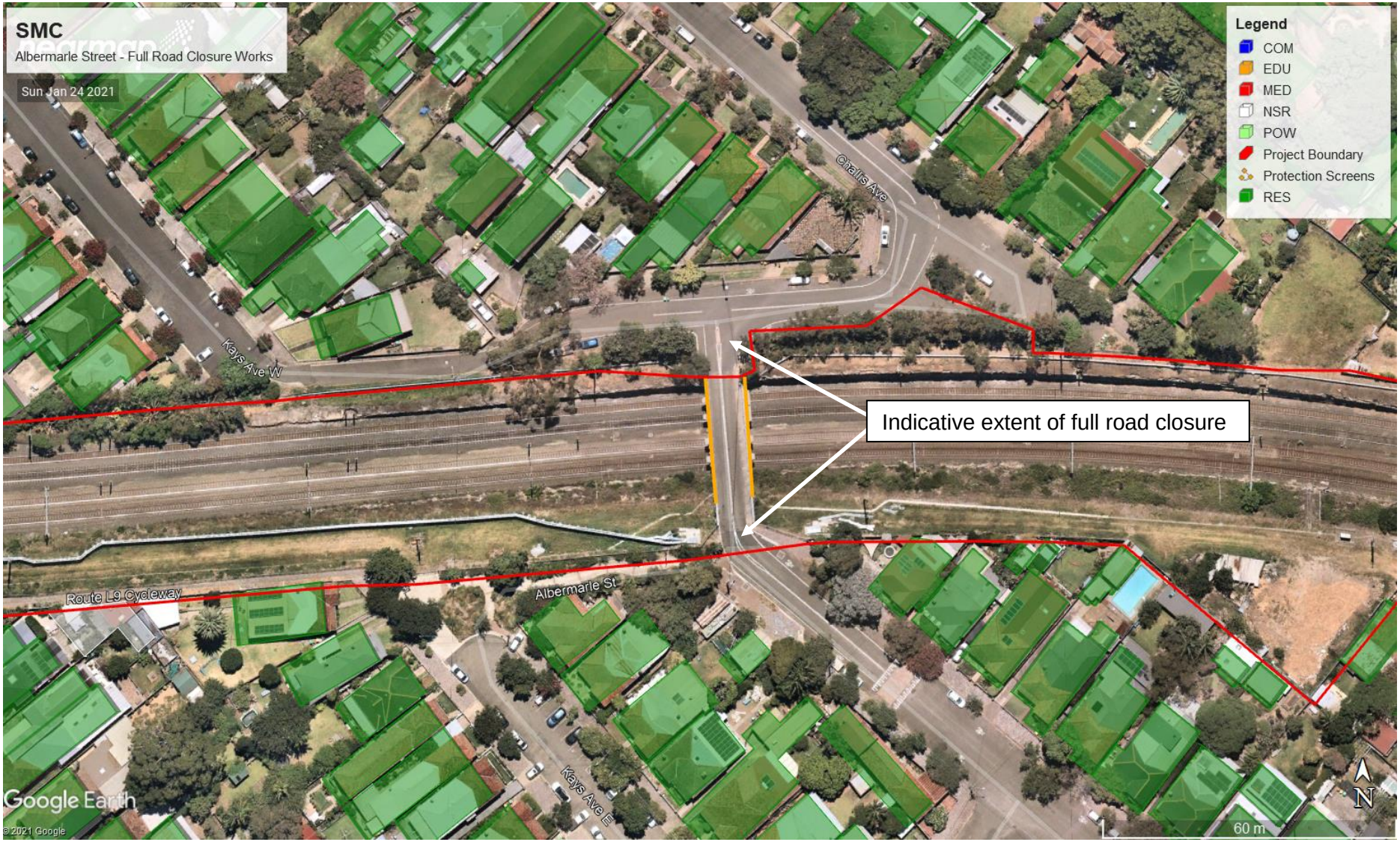
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes ☒ The proposed activity/works are consistent and no further assessment is required.

No ☐ The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

| Endorsed by | | | |
|---|---|---|---|
| Name: | Fil Cerone | Date: | 11 November 2021 |
| Title: | Director, City & Southwest, Sustainability Environment and Planning | Comments: | |
| Signature: |  | | |

# Appendix A – Site Location


SMC
Albermarle Street - Full Road Closure Works
Sun Jan 24 2021
Legend
COM
EDU
MED
NSR
POW
Project Boundary
Protection Screens
RES
Indicative extent of full road closure
Challis Ave
Kays Ave W
Route L9 Cycleway
Albermarle St
Kays Ave E
Google Earth
© 2021 Google
60 m
N

# Appendix B – Detours

# Attachment 1 – Stakeholder Consultation